



[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 95

[Docket No. 30967; Amdt. No. 514]

IFR Altitudes; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule

SUMMARY: This amendment adopts miscellaneous amendments to the required IFR (instrument flight rules) altitudes and changeover points for certain Federal airways, jet routes, or direct routes for which a minimum or maximum en route authorized IFR altitude is prescribed. This regulatory action is needed because of changes occurring in the National Airspace System. These changes are designed to provide for the safe and efficient use of the navigable airspace under instrument conditions in the affected areas.

EFFECTIVE DATE: 0901 UTC, July 24, 2014.

FOR FURTHER INFORMATION CONTACT: Harry Hodges, Flight Procedure Standards Branch (AMCAFS-420), Flight Technologies and Programs Division, Flight Standards Service, Federal Aviation Administration, Mike Monroney Aeronautical Center, 6500 South MacArthur Blvd. Oklahoma City, OK. 73169 (Mail Address: P.O. Box 25082 Oklahoma City, OK. 73125) telephone: (405) 954-4164.

SUPPLEMENTARY INFORMATION: This amendment to part 95 of the Federal Aviation Regulations (14 CFR part 95) amends, suspends, or revokes IFR altitudes governing the operation of all aircraft in flight over a specified route or any portion of that route, as well as the changeover points (COPs) for Federal airways, jet routes, or direct routes as prescribed in part 95.

## The Rule

The specified IFR altitudes, when used in conjunction with the prescribed changeover points for those routes, ensure navigation aid coverage that is adequate for safe flight operations and free of frequency interference. The reasons and circumstances that create the need for this amendment involve matters of flight safety and operational efficiency in the National Airspace System, are related to published aeronautical charts that are essential to the user, and provide for the safe and efficient use of the navigable airspace. In addition, those various reasons or circumstances require making this amendment effective before the next scheduled charting and publication date of the flight information to assure its timely availability to the user. The effective date of this amendment reflects those considerations. In view of the close and immediate relationship between these regulatory changes and safety in air commerce, I find that notice and public procedure before adopting this amendment are impracticable and contrary to the public interest and that good cause exists for making the amendment effective in less than 30 days.

## Conclusion

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore--(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. For the same reason, the FAA certifies that this amendment will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 95  
Airspace, Navigation (air).

Issued in Washington, D.C. on June 20, 2014.

John Duncan  
Director, Flight Standards Service

#### ADOPTION OF THE AMENDMENT

Accordingly, pursuant to the authority delegated to me by the Administrator, part 95 of the Federal Aviation Regulations (14 CFR part 95) is amended as follows effective at 0901 UTC, July 24, 2014.

#### **PART 95 - [AMENDED]**

1. The authority citation for part 95 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40106, 40113, 40114, 40120, 44502, 44514, 44719, 44721.

2. Part 95 is amended to read as follows:

**REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT  
AMENDMENT 514  
EFFECTIVE DATE July 24, 2014**

**§95.3000 LOW ALTITUDE RNAV ROUTES**

**§95.3252 RNAV ROUTE T252**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS AMENDED TO READ IN PART</b> KOTZEBUE, AK VOR/DME	PERCI, AK WP NE BND SW BND	3500 3000	17500

**§95.3265 RNAV ROUTE T265**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS AMENDED BY ADDING</b> AHMED, IL FIX *2500 - MOCA START, IL FIX *2500 - MOCA	START, IL FIX  BULLZ, IL FIX	*4000  *4000	8000  8000
<b>IS AMENDED TO DELETE</b> KELSI, IL FIX *2300 - MOCA	BULLZ, IL FIX	*4000	8000

**§95.4000 HIGH ALTITUDE RNAV ROUTES**

**§95.4019 RNAV ROUTE Q19**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS AMENDED BY ADDING</b> PLESS, IL FIX *18000 - GNSS MEA *DME/DME/IRU MEA ST LOUIS, MO VORTAC *18000 - GNSS MEA *DME/DME/IRU MEA DES MOINES, IA VORTAC *18000 - GNSS MEA *DME/DME/IRU MEA SIOUX FALLS, SD VORTAC *18000 - GNSS MEA *DME/DME/IRU MEA	ST LOUIS, MO VORTAC   DES MOINES, IA VORTAC   SIOUX FALLS, SD VORTAC   ABERDEEN, SD VOR/DME	*18000   *18000   *18000   *18000	45000   45000   45000   45000

**IS AMENDED TO READ IN PART**

NASHVILLE, TN VORTAC

\*18000 - GNSS MEA

\*DME/DME/IRU MEA

PLESS, IL FIX

\*18000

45000

**§95.4020 RNAV ROUTE Q20****FROM****TO****MEA****MAA****IS AMENDED TO READ IN PART**

UNNOS, NM WP

\*18000 - GNSS MEA

\*DME/DME/IRU MEA

FUSCO, TX FIX

\*18000 - GNSS MEA

\*DME/DME/IRU MEA

FUSCO, TX FIX

\*24000

45000

JUNCTION, TX VORTAC

\*24000

45000

**§95.6001 VICTOR ROUTES-U.S****§95.6014 VOR FEDERAL AIRWAY V14****FROM****TO****MEA****IS AMENDED TO READ IN PART**

SPRINGFIELD, MO VORTAC

VICHY, MO VOR/DME

3100

**§95.6035 VOR FEDERAL AIRWAY V35****FROM****TO****MEA****IS AMENDED TO DELETE**

MORGANTOWN, WV VORTAC

\*4400 - MOCA

INDIAN HEAD, PA VORTAC

\*5000

INDIAN HEAD, PA VORTAC

\*4500 - MOCA

JOHNSTOWN, PA VORTAC

\*5000

JOHNSTOWN, PA VORTAC

TYRONE, PA VORTAC

4500

TYRONE, PA VORTAC

PHILIPSBURG, PA VORTAC

4500

**§95.6088 VOR FEDERAL AIRWAY V88****FROM****TO****MEA****IS AMENDED TO READ IN PART**

SPRINGFIELD, MO VORTAC

VICHY, MO VOR/DME

3100

**§95.6132 VOR FEDERAL AIRWAY V132****FROM****TO****MEA****IS AMENDED TO READ IN PART**

SPRINGFIELD, MO VORTAC

FORNEY, MO VOR

3100

**§95.6139 VOR FEDERAL AIRWAY V139**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
CAPE CHARLES, VA VORTAC	*DUNFE, VA FIX	
	NE BND	**4000
	SSW BND	**2000
*7000 - MRA		
**1600 - MOCA		
*DUNFE, VA FIX	SNOW HILL, MD VORTAC	**4000
*7000 - MRA		
**1600 - MOCA		

**§95.6170 VOR FEDERAL AIRWAY V170**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
DUPONT, DE VORTAC	ODESA, MD FIX	#*2000
*2000 - GNSS MEA		
#DUPONT R-233 UNUSABLE BEYOND 22 NM.		
ODESA, MD FIX	SWANN, MD FIX	#*2500
*1500 - MOCA		
*2000 - GNSS MEA		
#UNUSABLE		
SWANN, MD FIX	PALEO, MD FIX	#*2500
*1700 - MOCA		
#UNUSABLE		

**§95.6214 VOR FEDERAL AIRWAY V214**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
SWANN, MD FIX	ODESA, MD FIX	#*2500
*1500 - MOCA		
*2000 - GNSS MEA		
#UNUSABLE		
ODESA, MD FIX	DUPONT, DE VORTAC	#*2000
*2000 - GNSS MEA		
#DUPONT R-233 UNUSABLE BEYOND 22 NM.		

**§95.6276 VOR FEDERAL AIRWAY V276**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
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**IS AMENDED TO DELETE**

ERIE, PA VORTAC	FRANKLIN, PA VOR	3600
FRANKLIN, PA VOR	CLARION, PA VOR/DME	*3700
*3200 - MOCA		
CLARION, PA VOR/DME	TYRONE, PA VORTAC	4600
TYRONE, PA VORTAC	RASHE, PA FIX	4500

**§95.6433 VOR FEDERAL AIRWAY V433**

FROM	TO	MEA
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**IS AMENDED TO READ IN PART**

NOTTINGHAM, MD VORTAC	SWANN, MD FIX	#*2500
*1700 - MOCA		
#UNUSABLE		
SWANN, MD FIX	ODESA, MD FIX	#*2500
*1500 - MOCA		
*2000 - GNSS MEA		
#UNUSABLE		
ODESA, MD FIX	DUPONT, DE VORTAC	#*2000
*2000 - GNSS MEA		
#DUPONT R-233 UNUSABLE BEYOND 22NM.		

**§95.6445 VOR FEDERAL AIRWAY V445**

FROM	TO	MEA
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**IS AMENDED TO READ IN PART**

SWANN, MD FIX	ODESA, MD FIX	#*2500
*1500 - MOCA		
*2000 - GNSS MEA		
#UNUSABLE		
ODESA, MD FIX	DUPONT, DE VORTAC	#*2000
*2000 - GNSS MEA		
#DUPONT R-233 UNUSABLE BEYOND 22NM.		

**§95.7001 JET ROUTES****§95.7042 JET ROUTE J42**

FROM	TO	MEA	MAA
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**IS AMENDED TO READ IN PART**

TONIO, KY FIX	BECKLEY, WV VORTAC	18000	35000
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**§95.7045 JET ROUTE J45**

FROM	TO	MEA	MAA
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**IS AMENDED TO READ IN PART**

ST LOUIS, MO VORTAC	KIRKSVILLE, MO VORTAC	18000	45000
KIRKSVILLE, MO VORTAC	DES MOINES, IA VORTAC	18000	45000
#DES MOINES R-141 UNUSABLE, USE KIRKVILLE R-323			

**§95.7051 JET ROUTE J51**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS AMENDED TO READ IN PART</b> NOTTINGHAM, MD VORTAC #UNUSABLE PALEO, MD FIX #UNUSABLE			
	PALEO, MD FIX	18000	29000
	DUPONT, DE VORTAC	18000	29000

**§95.7151 JET ROUTE J151**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS AMENDED TO READ IN PART</b> ST LOUIS, MO VORTAC KIRKSVILLE, MO VORTAC OMAHA, IA VORTAC			
	KIRKSVILLE, MO VORTAC	18000	45000
	OMAHA, IA VORTAC	18000	45000
	O'NEILL, NE VORTAC	18000	45000

**§95.7233 JET ROUTE J233**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS AMENDED TO READ IN PART</b> ST LOUIS, MO VORTAC KIRKSVILLE, MO VORTAC			
	KIRKSVILLE, MO VORTAC	18000	45000
	WATERLOO, IA VORTAC	18000	45000

**§95.8005 JET ROUTES CHANGEOVER POINTS**

<b>POINTS</b>	<b>AIRWAY SEGMENT</b>	<b>CHANGEOVER</b>
<b>FROM FROM</b>	<b>TO</b>	<b>DISTANCE</b>
	<b>J233</b>	
<b>IS AMENDED TO ADD CHANGEOVER POINT</b> KIRKSVILLE, MO VORTAC KIRKSVILLE		
	WATERLOO, IA VORTAC	78
<b>IS AMENDED TO DELETE CHANGEOVER POINT</b> WATERLOO, IA VORTAC WATERLOO		
	ST LOUIS, MO VORTAC	55

[FR Doc. 2014-15196 Filed 06/26/2014 at 8:45 am; Publication Date: 06/27/2014]